

# Long-Term Air Transportation Study Update

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# What the LATS Legislation Requires . . .

PHASE I	WHAT WE HAVE	<ul style="list-style-type: none"><li>▪ Assess existing facilities</li><li>▪ Develop a baseline</li><li>▪ Introduce state classifications</li></ul>	Completed September 2006.
PHASE II	WHAT WE NEED	<ul style="list-style-type: none"><li>▪ 25-year activity forecast</li><li>▪ Commercial market analyses</li><li>▪ Air cargo forecast</li><li>▪ High speed passenger rail assessment</li><li>▪ Future capacity analysis</li><li>▪ Summary of system requirements.</li></ul>	Completed July 2007.
PHASE III	HOW WE MEET THE NEEDS	Governor appointed planning council to provide recommendations for future airport strategies and statewide investments.	Began in July 2007; to be completed by July 2009.

# Phase III: Aviation Planning Council Charge

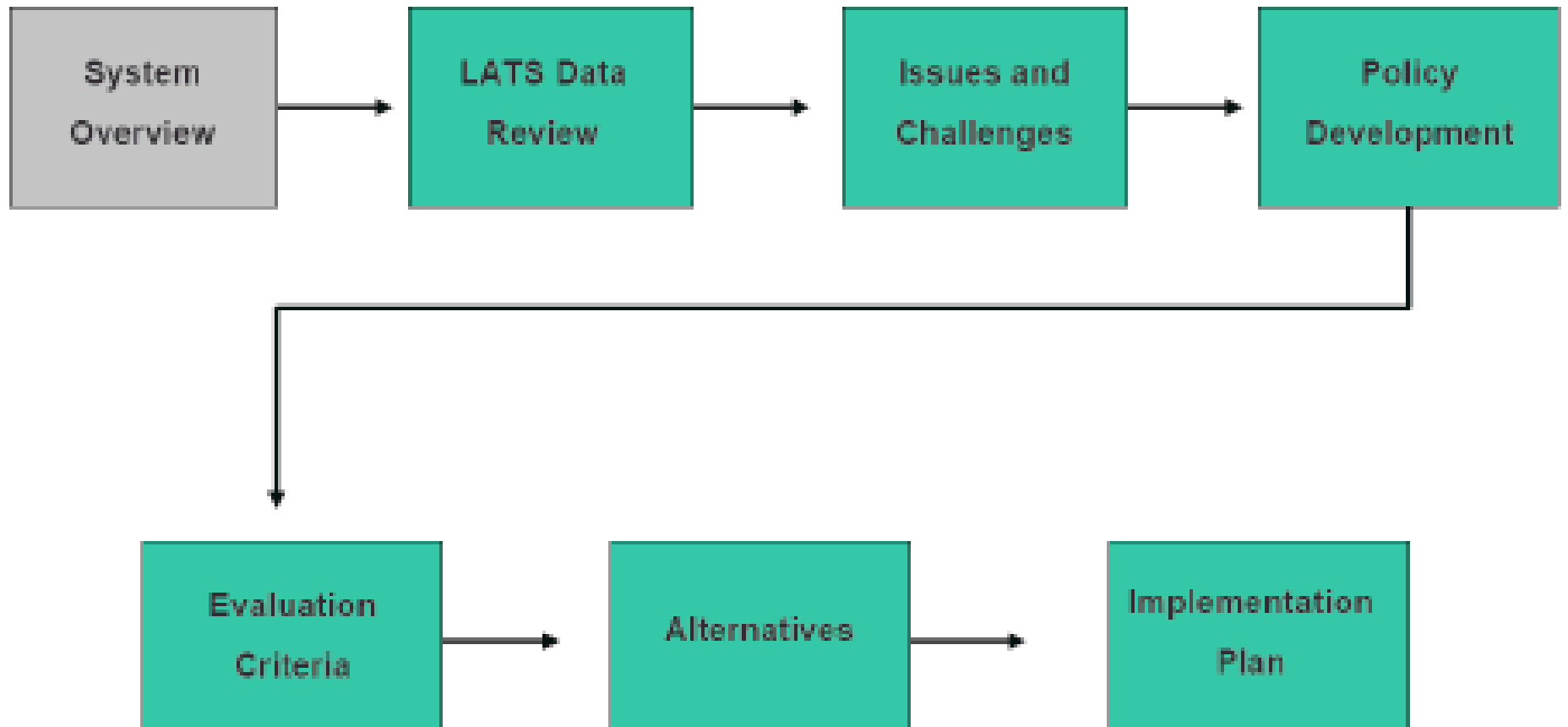
Appointed by Governor Gregoire in 2007, the Aviation Planning Council is charged with using LATS Phases I and II findings, and public input, to determine:

- How best to meet commercial and general aviation capacity needs.
- Which regions of the state are in need of improvement regarding the matching of existing, or projected, airport facilities and the long-range capacity needs at airports within the region expected to reach capacity before 2030.
- Recommendations regarding the placement of future commercial or general aviation facilities to meet the need for improved aviation planning in the region.

# Status Report

- Council has met six times, with all meetings open to the public
- Focus has been on:
  - Review of LATS Data.
  - Overview of Statewide System Info.
  - Developing a list of system wide issues and challenges based on data.
- Currently working on policy development phase
  - Two Subcommittees – Land Use/Environment and Capacity/New Technology.
  - Other policies in areas of safety, mobility, access, stewardship, preservation and economy.
  - Developed “Guiding Principles” to direct policy development.

# Work Program



# Draft Land Use Policies

- **Policy 1: The state should strengthen its legislation to prohibit incompatible land uses and promote appropriate land uses.**
- Policy 2: Washington State should use a combination of incentives, legislation and regulatory tools to ensure that local governments address land use requirements to protect airports as essential public facilities and to discourage the encroachment of incompatible land uses adjacent to public use airports.
- Policy 3: Develop statewide performance measures to assess how well local comprehensive plan policies and development regulations work in discouraging incompatible development adjacent to public use airports. Require local jurisdictions' comprehensive plans and regulations to be certified by regional transportation planning organizations for compliance.
- Policy 4: The State should prohibit the airspace intrusion around airports and runway approach paths by structural, visual, or wildlife hazards that impact airport operations or endanger the health, safety and welfare of aviation users or the public.
- Policy 5: Regional Transportation Planning Organizations must approve development around airports to ensure consistency with the land use and air transportation components of the comprehensive plans across jurisdictional boundaries.

# Draft Environment Policies

- Policy 1: Washington State should require airports to appropriately mitigate adverse environmental impacts to rare species and habitats occurring on airport facilities while reducing wildlife attractants that create hazards to airport operations.
- Policy 2: Airport facility and operations plans should incorporate environmental policies and management practices, and explore new opportunities to apply sustainable practices, including:
  - Energy conservation and use of alternative energy sources.
  - Recycled materials \*(Waste reduction) and recycling.
  - Impact avoidance and mitigation.
  - Alternative construction methods. \*(Green building or energy efficient construction methods.)
  - Encourage “good neighbor” policies at public use airports using best management practices.
- Policy 3: Washington State will use incentives and regulation to assure that its public use airports follow sound environmental protection practices in the construction, maintenance and operation of its systems and facilities. Furthermore, airports should consistently review these indicators to improve their environmental performance.

# Draft Environment Policies

- Policy 4: Incorporate state and federal greenhouse gas emissions reduction policies and strategies within the air transportation system to minimize the adverse health and environmental impacts on air quality and the climate while promoting jobs and economic development in a sustainable manner.
- Policy 5: Promote research on greenhouse gas emissions reduction strategies, alternative fuels, and air traffic management procedures on aviation.
- Policy 6: Develop statewide and regional strategies to coordinate, develop and provide a range of transportation mode choices to public use airports through airport and highway design projects.

# Draft Capacity Policies

- Policy 1: The State of Washington must take a lead role in addressing its long-term aviation capacity needs from a system-wide perspective.
- Policy 2: The statewide airport classification system developed as part of the Long-term Air Transportation Study should be implemented to help guide decisions on future air transportation needs and investments. The airport classification system divides the system of airports into categories based on the activity level and service role of the airport.
- Policy 3: Washington State should place a funding and planning priority on maximizing the efficiency and utility of the existing system before considering the creation of new airports.
- Policy 4: If Washington State's existing system cannot provide sufficient aviation capacity to meet existing and future demand, it should establish an institutional framework for making appropriate decisions for expansion or siting of aviation facilities.

# New Technology Policy

- Policy 1: Washington State should strongly encourage the application of aviation technologies that improve the accessibility, efficiency, safety, security and environmental sustainability of the state's aviation system.

# Public Outreach

- **Regional Public Meeting – Mukilteo:** Tuesday, July 22, 2008 / 5 p.m. – 7 p.m./ Future of Flight Aviation Center, 8415 Paine Field Blvd, Mukilteo, WA 98275.
- **Regional Public Meeting – Wenatchee:** Thursday, July 24, 2008 / 5 p.m. – 7 p.m. / Wenatchee Convention Center, 201 N. Wenatchee Avenue, Wenatchee, WA 98801.
- Electronic Town Halls – random sample, interactive survey of several people around the state, conducted by Knowledge Network.
- Next Council Meeting: August 7, Pearson Air Museum, Vancouver.

# Outcome

- After receiving public input, the Aviation Planning Council will deliver its recommendations to Governor Gregoire by July 2009.

# Questions?

For more information on the Long-Term Air Transportation Study,  
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